



Hongkong Daily Press.

ESTABLISHED 1857

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THE
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FOR 1911.
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No. 16,640 號十四百六十六萬壹第 日三初月七年三統宣 HONGKONG, SATURDAY, AUGUST 26th, 1911. 六拜禮 號六十二月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

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10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
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Hongkong 16th June, 1911

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Hongkong, 1st September, 1910.

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[a773]

NOTICE.

WE beg to inform our Lady Customers
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HOOSAIN-ALI & Co.,
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Hongkong, 25th August, 1911.

[1072]

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Hongkong, 2nd August, 1911

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ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUX ROAD. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 26th, 1911.

WE have been asked whether the reference made at the meeting of the General Committee having charge of the Coronation Celebrations to a small fund lying at the Bank relates to the fund raised in 1906 for the relief of distress occasioned by the great and memorable typhoon. It does not. The reference was to a small balance—about \$100—remaining from the fund raised, we believe, to celebrate the Diamond Jubilee of Queen Victoria. That being so, an inquiry is naturally suggested as to what has become of the balance of the Typhoon Fund. For the relief of distress occasioned by that disastrous typhoon a total sum of \$281,390.36 was raised. When the fund was started H.E. Sir MATTHEW NATHAN, who was then the Governor of the Colony, undertook that the Government should double the amount collected by subscription. The generous response made to the appeal by the public made it unnecessary for the Committee to ask the Government for any part of their promised contribution, and consequently in presenting their final report the General Committee unanimously agreed to suggest to His Excellency that, under these circumstances the sum for which the Colony became liable to the fund should be expended on commencing, at the earliest possible date, the construction of the additional typhoon refuge for small craft which

had been already projected, the Committee expressing the opinion that the refuge was greatly needed in the interests of humanity and the prosperity of the Port. So generously had the public subscribed that, when the committee had completed their great task, a balance of \$35,255 remained in hand. This was handed over to the Government in trust for future emergencies of the kind. In acknowledging the Committee's report, H.E. Sir MATTHEW NATHAN accepted on behalf of the Government the charge of the unexpended balance of the Fund, which, he said, "will be held in trust to be used as the Governor may from time to time direct, in assisting people resident in the Colony who may on future occasions suffer loss by storms." His Excellency also accepted the Committee's suggestion that the promised contribution of the Government should be expended on the new typhoon shelter. Work has been proceeding on this refuge for a long time past, and this part of the Government's undertaking may be considered, therefore, to have been fulfilled. But what about the fund for "assisting people resident in the Colony who may on future occasions suffer loss by storms"? The suggestion that part of the surplus of the Coronation Celebrations Fund should be devoted to the relief of distress in such circumstances calls the Typhoon Fund to remembrance. It seems to have been generally forgotten by the public. One or two subscribers, however, remember it, and an inquiry which suggests that a large part of the money disposed of was granted to applicants by way of loan has led us to make investigations. In the first place, we have to state that the impression that loans were made is a mistaken one, for which perhaps the official reports of the Committee proceedings published at the time may be deemed responsible. We find that it was recommended as the best method of procedure, "that a certain sum proportionate to the value of the boats damaged or lost should be advanced under security for the carrying out of the purpose of the advance." It was never meant that these "advances" should be repaid. "Grants" would have been the better term to employ. The "security" given was only to ensure that the money granted was actually spent in the way intended by the Committee, who, in making grants up to about one-third of the value of a boat, required to be satisfied that the boats would be ready for work by a certain date, and that they would be registered in the Colony. Nothing appears in the reports to show that there was ever any idea on the part of the Committee that these advances would be repaid. When in April, 1907, the Committee drew up their final report, there was no suggestion that the balance of \$35,255, handed over in trust to the Government, was likely to be increased by repayments of loans. The \$35,255 was a final balance, and having been handed over to the Government it seems to have been promptly forgotten by the public.

We have made inquiries in the proper quarters as to what has become of this fund, and learn that the actual sum handed over to the Government was \$35,107, and that there was standing to the credit of this fund on December 31st, 1910, a balance of \$27,150.09. Some use was made of the fund at the time of the great typhoon of September, 1903. Reference to the Registrar-General's Report for that year shows that, as in 1906, a Relief Committee was formed, mainly from the Tung Wah Permanent and Annual Committees, with the Registrar-General as Chairman, to investigate deserving cases and relieve the necessities. The result of its labours was the payment of \$6,645 to the owners and crew of 75 craft, of \$500 to the victims of the collapse of houses at Yau-mat, and of \$1,000 to the Blindenheim, which had been unroofed. These sums were defrayed partly from the interest on 30,000 taels deposited with the Tung Wah in trust for such purposes, and partly from the balance of the 1906 Typhoon Fund in the hands of the Government.

The 30,000 taels referred to in the foregoing paragraph was a contribution made by the BARON DE CHUN to the Tung Wah Hospital for the relief of distress occasioned by the 1906 typhoon, and the latest report of the Registrar-General shows that this particular Emergency Fund now stands at \$53,412.84. In addition to this the Tung Wah administers a fund known as the Kwong Chow and Shui Hing Relief Fund, which has a balance of \$25,901. The result of our enquiries, therefore, shows that there already exist funds for the relief of special distress caused by typhoons amounting in the aggregate to \$100,000. That being so, it is clearly unnecessary that another Trust Fund for this purpose should be created. If the public meeting shortly to be held to finally decide what shall be done with the surplus of the Coronation Celebrations Fund agrees with the recommendation of the Committee that the sum remaining, after defraying the cost of a

public welcome to the Crown Prince of Germany next Spring, should be devoted to the relief of distress, the money had better be handed over to the Government to be added to the existing fund. We feel quite sure that the Committee with these facts before them would not desire to create another Trust for purposes already covered by two, if not three, Emergency Funds. The strange thing is that no member of the Committee thought of these funds last Tuesday.

The German Mail of the 25th July was delivered in London on the 24th August.

The fourth gymnastics meeting takes place at the Race Course, Happy Valley, this afternoon.

The engagements of the Bishop of Victoria for tomorrow (Sunday) are: 8 a.m., Holy Communion at the Peak Church; 11 a.m., preach at the Cathedral; 6.30 p.m., preach at the Peak Church.

The police have been informed that Alex. Crawford has been missing from his house in Wanchai Road since the 23rd inst. He is 50 years of age, 5ft. 5in. in height. He was employed at the Kowloon Dock.

We have received from the American Consulate-General the following Typhoon Warning transmitted from the Manila Observatory at 10.45 a.m. yesterday:—Cyclone or Typhoon E. of northern Luzon less than 300 miles distant, moving W.N.W.

The Hippodrome Circus at Causeway Bay gives its farewell performance to-night. Those who have not yet seen this excellent show should embrace this final opportunity to do so, and doubtless many who have seen it will visit the tent for the matinee this afternoon, or for the evening performance.

The benefit tendered the Firemen's Relief Association by the Bandmann Opera Company last Sunday night at the Opera House was an unqualified success in every way, and resulted, a Manila paper says, in netting the fire ladders, the net sum of P5,000 even, which will go a long way to the relief of unfortunate members who may be taken sick.

Messrs. H. Price & Co., of Hongkong, have been appointed Sole Agents by Messrs. Burgoyne, Ltd., of London and Australia, for the sale of their wines. Messrs. Burgoyne, Ltd., are wine growers to His Majesty the King, and the firm's wines have won the highest awards wherever exhibited. Burgoyne's name is a household word throughout the world in connection with Australian wines.

Mr. Fred Coyne, who for the last three years has managed the staging of the Bandmann Opera Company's productions, is proceeding from Hongkong to England by the Trans-Siberian railway. He was relieved in Manila as stage manager of the company by Mr. Stephenson, a new Bandmann man, and Mr. Coyne, we learn from a Manila paper, goes to London to form a company of his own with which he will tour the Orient. Mr. Coyne intends to bring out about twelve of the best artists obtainable, and while he will not have as large a company as Mr. Bandmann he promises local theatre-goers a treat in the musical line. He has had many years' experience in the theatrical business and is himself a very clever actor.

AMERICAN FINED \$500.

At the Magistrate's yesterday J. H. MacHenry and A. E. Gannon were brought before Mr. Haselwood charged with being in possession of a quantity of opium, while the first defendant was also charged with being in possession of an offensive weapon, a pair of knuckle-dusters. Mr. J. H. Gardiner appeared for the defence. MacHenry pleaded guilty to being in possession of the opium, and the charge against Gannon was withdrawn. The charge of being in possession of a knuckle-duster against MacHenry was then proceeded with.

Sergeant O'Sullivan spoke to arresting both men, and when they were taken to the Police Station and searched the knuckle-dusters were found in MacHenry's jacket pocket.

His Worship—Did he make any statement about the knuckle-dusters when he was charged?

Witness—No.

Mr. Gardiner—Did he attempt to use the knuckle-dusters?

Witness—No.

Defendant then went into the witness-box and stated that early on the morning of his arrest he had been assaulted at the Belle View Hotel by three ricksha coolies, one of whom declared that he had underpaid him.

His Worship—Are there any marks of blows on you?

Defendant—No, I warded them all off.

Continuing, he said that he bought the knuckle-dusters in Des Vaux Road in order to protect himself because one of the ricksha coolies said "Look see, catch you another time." He was afraid that he was going to be attacked.

His Worship—I think if you undertake to give the knuckle-dusters up to the police you can be discharged. On the first charge the maximum penalty, \$500, or three months is imposed.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE STRIKE MOVEMENT.

DISORDERLY SCENES IN LIVERPOOL.

LONDON, August 25th.

In consequence of the prohibition of a procession of strikers in Liverpool, a large and angry crowd led by young hoodlums held up three tram cars, smashing the windows. The police and military dispersed the mob.

TRAMWAYMEN TO BE REINSTATED.

After a protracted conference at Liverpool the Tramways Committee of the Corporation has decided to reinstate the men who went on strike.

THE COST OF THE STRIKE

LONDON, August 25th.

Statistics are published showing that the value of English railway stocks has declined by £18,500,000 and British and India Funds by £4,244,000 sterling since July 21st.

NEW PRESIDENT OF PORTUGAL.

LONDON, August 25th.

Lisbon telegrams state the leading Republicans have arrived in the capital to attend the election of President. The day is a holiday and reviews and other celebrations are taking place. Only two candidates for the Presidency remain—Bernardino Machado and Manoel Arriaga.

The Assembly Rooms at Lisbon were crowded during the voting for President.

Manoel Arriaga has been elected President of the Republic.

OBITUARY.

LONDON, August 25th.

The death is announced of Lady Grenfell (wife of Field Marshal Lord Grenfell).

THE DROUGHT IN INDIA.

LONDON, August 25th.

Simla telegrams state that an inch of rain has fallen here and that Delhi has had rain for three days. The monsoon, however, is generally regarded as weakening.

THE WRECKED "FIFESHIRE."

LONDON, August 25th.

Telegrams from Perim state that the steamer "Warrickshire" has signalled that all the passengers and crew of the "Fifeshire" which went ashore off Guardafui, are safe.

FROM THE MANILA "CABLENEWS."

AVIATOR'S ALTITUDE RECORD.

CHICAGO, August 19th.

Aviator Brindley broke the world's record for high flying here yesterday. He established the record altitude of 12,725 feet.

The altitude record was last established by the late Arch Hoxsey at Los Angeles a short time before his fatal fall. He reached the height of 11,474 feet. It was while attempting to break this record that Hoxsey met his death last December.

A CONSULAR APPOINTMENT.

WASHINGTON, August 19th.

President Taft has nominated Roger S. Green of Massachusetts to be Consul-General for the United States at Hankow, China.

Mr. Green is one of the most promising young men in the United States consular service. At present he is Consul at Harbin.

AMERICAN TARIFF REVISION.

WASHINGTON, August 18th.

It is generally conceded by all parties that the President's veto on the wool schedule is a deathblow to tariff revision during the present session.

The insurgents and Democrats are saying that the President's action stamps him as a standpatist and at heart against tariff revision downward. They profess to see in the veto another evidence that the President is not in sympathy with the country on the matter of tariff.

It is freely asserted that his action in this case strengthens the chances of Democracy to win in the next election.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

RESIGNATION OF JAPANESE CABINET.

TOKYO, August 25th.

Marquis Katsura this morning tendered the resignation of the members of the Japanese Cabinet to the Emperor, and recommended Marquis Saionji as his successor.

JAPANESE HONOURS.

TOKYO, August 25th.

In connection with the new Treaties a number of honours have been conferred.

The following five commercial men have been created barons: Messrs. Mitsui, Kondo, Konoike, Sumitomo and Fujita.

Mr. Mitsui is director and president of the Mitsui Bank; Mr. Kondo is President of the Nippon Yusen Kaisha; Mr. Konoike is one of the merchant princes of Osaka; Mr. Sumitomo is head of the Bank which bears his name and of the Sumitomo copper mining and smelting works and colliery; Mr. Fujita is head of a large and enterprising Osaka mining and engineering firm.

[FROM THE “CHUNG NGOI SAN PO.”]

BIG SHIPPING FIRE AT SHANGHAI.

SHANGHAI, August 25th.

A disastrous fire occurred at 10 a.m. this morning on board the steamer *Mee Shin*, for which Messrs. Melchers and Co. are agents. The ship was gutted, and the blaze spread to the Indo-China steamers *Tai Sung* and *Luong Wo*, which were lying alongside, and which were seriously damaged.

SUPREME COURT.

Friday, August 25th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

PLEADINGS WANTED.

In the action brought by Mr. G. C. Moxon against the Oriental Brewery Co., Ltd., for \$1,000, Mr. D. Lewis (of Messrs. Johnson, Stokes & Master), who appeared for the plaintiff, informed the Court that his Lordship said last week that if he had an opportunity he would pursue the agreement under which the plaintiff sued, and also a copy of the evidence taken *de bene esse* in the case. At the last hearing he asked for pleadings, and still wanted them.

Mr. Christopher Wilson (of Messrs. Hastings & Hastings), who represented the defendant, said he did not consider that pleadings were necessary. There was only one fact in dispute in the case.

His Lordship—If you give full particulars of your defence, pleadings may be unnecessary.

Mr. Lewis—I will be quite satisfied if I have full particulars of the defence to which they will confine themselves at the hearing.

Mr. Wilson—I will supply those, and in the alternative, if I find any difficulty, I will consent to pleadings.

The hearing was adjourned for a week.

A CASE OF PROMISING INTEREST.

A case was mentioned in which N. Lazarus brought action against B. Paton to recover \$22.

Mr. J. H. Gardiner appeared for the plaintiff, and Mr. M. J. D. Stephens for the defendant.

Mr. Stephens said his client was not in the Colony, and never resided in the Colony, but he had instructions to represent him.

His Lordship—How was he served? Did you accept service?

Mr. Stephens—The writ was served on the defendant personally. It happened to be passing through Hongkong by mail and they took the opportunity of catching him. I mention this because the defendant has no assets in the Colony and I have none of his monies. Really it is only a question of \$10, as \$12 has been paid.

Mr. Gardiner—After the issue of the writ.

Mr. Stephens—Before the writ was served this will be a very interesting case, and the \$10 is merely a question of the plaintiff having received a registered parcel through the post which I can prove that he had. I am going to call the Postmaster-General.

His Lordship—Then you want the case heard?

Mr. Stephens—I will have to be heard, and I don't know I am sure, where it will end.

Mr. Gardiner—It will be most interesting.

Mr. Stephens—I think it will be a most interesting case, and probably some other proceedings will follow on it.

His Lordship fixed the hearing for Tuesday.

The body of the mother of Jose Rizal, the Filipino statesman, author and patriot, was brought to the Ayuntamiento at Manila last Saturday morning and placed in Marble Hall, where it rested in state all day. Thousands came to view the remains and passed in long lines in front of the catafalque, glancing for the last time at the peaceful face of the dead woman, whose son met his fate fifteen years ago.

CORRESPONDENCE.

THE AUTHORITY OF A MUCH DISCUSSED BOOK.

[TO THE EDITOR OF THE “DAILY PRESS.”]

Hongkong, August 25th.

SIR,—Having just finished reading the book “A Chinese Appeal to Christendom Concerning Christian Missions” by Lin Shao Yang (Watts & Co., London), lent to me by a friend, and being positively certain that the writer is not a Chinaman, I think it my duty to protest against the publication of such works.

Although the book is full of “quotations” and “authorities,” and arguments reasonable from a materialistic point of view, it is, in reality, a remarkable and clever attack against Christianity and Christian Missions in China.

What I strongly object to is that the writer should publish this work under the cloak of a Chinese name. It is not only misleading, but it is most likely to lead to misunderstandings between the Chinese people and Christian Europe. This is unfair to the Chinese, and I therefore hope that, in future, “Lin Shao Yang” will be so good as to publish his writings under his real name.—Yours truly,

TSE TSAN TAI.

[We recently heard it argued by reputed sinologists that the book afforded clear proof that it was written by a Chinaman. It is a remarkably well written book.—Ed.]

THE PHILIPPINES AND WIRELESS TELEGRAPHY.

FOURTEEN STATIONS SUGGESTED.

The Manila *Cablenews* of the 20th inst. says:—The report of the wireless board has been given out finally and received in the city. The board's official title is the Joint Wireless Board and its members are Hon. C. B. Elliott, secretary of commerce and police, Lieutenant Colonel George P. Scriven, signal corps, U. S. Army, Commander Chester M. Knapp, U. S. Navy, with Captain Leonard D. Wildman, Signal Corps, U. S. Army, as secretary.

The report is a very interesting and voluminous one. It heartily recommends a system of wireless telegraphy for the use of the civil government, the army and navy in the islands, and suggests that stations be erected at the following points:—

On the Island of Batan, north of Luzon. At the city of Manila. At a point near the Straits of San Bernardino.

At the city of Cebu, Cebu Island. At the city of Zamboanga, Mindanao. At a point on the southern coast of Mindanao, near Davao.

Baguio, Benguet, Luzon. Tacloha, Leyte. Iloilo, Iloilo, Panay.

Cuyo, Cuyo Island. Puerto Princessa, Palawan Island. Dapitan, Mindanao.

Makabang, Mindanao. Jolo, Jolo. In addition to these 14 principal stations the report suggests that when needed, demands, low-power stations, capable of maintaining communication with the nearest principal stations, be installed at the following points:—

Abuyog, Loyte Island. Alabat, Alabat Island.

Baler, Tayabas Province, Luzon. Bilibid, Bilibid Island.

Isabela, Isabela Island. Burias, Burias Island.

Butuan, Butuan Island. Cagayan, Cagayan Island.

Calaan, Calaan Island. Camiguin Island.

Cape Bojeador, Ilocos Norte, Luzon. Cotabato, Mindanao.

Culion, Culion Island. Fort Pikit, Mindanao.

Isabela, Isabela Island. Lubang, Lubang Island.

Mangarin, Mindoro Island. Marang, Marang Island.

Port Banao, Mindanao. Polillo, Polillo Island.

Siasi, Siasi Island. San Fernando, Union, Luzon.

Siguinor, Siguinor Island. Sibuyan, Sibuyan Island.

Tabaco, Tabaco Island. Tablas, Tablas Island.

Bongso, Tawitawi Island. Ticao, Ticao Island.

The board estimates that it will cost the sum of \$300,000, U.S.C. to install and erect the stations at the 14 principal points mentioned, and suggests that the expense of said installation be borne as follows:—By the Congress of the Army and Navy stationed in these waters, \$165,000, and by the insular government, \$135,000.

The report also contains a very interesting and comprehensive report from Lieutenant Colonel Scriven, a member of the board and at that time chief signal officer of the Philippines division, in which that officer gives his professional opinion and reasons for recommending a wireless system here and also gives an exhaustive résumé of the conditions that prevail here. His states that the system is largely commercial, but that the wireless system to be the greatest benefit to the country in the event of a foreign war or a domestic insurrection or rebellion. He advises that the army, navy and the insular government combine in the work of maintaining such a system, for the mutual benefit to be derived therefrom.

FIRE IN MANILA HARBOUR.

A barge loaded with 3,600 keases of gasoline, worth over P15,000, belonging to the Standard Oil Company, caught fire in Manila harbour last week from some unknown source, burst into a blazing conflagration, and threatened serious damage aside from the contents of the barge itself. Mr. C. A. Damm, manager of the shipping department of the Standard Oil Company, who was on the ground shortly after the fire began, said that the matter of insurance was doubtful. “Of course the stuff was insured coming over here,” said he, “but whether or not it was while in transit up the river zone of us can say at this time. I do not really think the gasoline could be considered as belonging to us until it reached our bodega, where it was bound at the time. The contents of the barge represented part of the cargo of the steamer *St. Michael*, which recently arrived here from New York.” Neither could Mr. Damm state offhand what the value of the cargo would be, but at the prevailing retail prices now current, P4 0, per case, the total retail would figure nearly P15,000. The value of the barge was several thousand pesos. The type was not of the larger sort.

SCIENTIFIC MISCELLANY.

THE NEW WONDERS FROM COAL TAR.

Chemotherapy, the new science of Dr. Paul Ehrlich, German physician and chemist, is the result of long experiment, and depends upon the selective affinity of certain coal-tar dyes for disease parasites. Through this affinity it is made possible to inject powerful drugs that destroy the parasites and sterilize the blood without injury to the body itself. Several compounds of curative value have been evolved, but the most important is dihydrodichloroarsenobenzol, at first made famous as "606," but now known as Salvarsan. It is prepared by an intricate process, combining 35 per cent. of arsenic with coal-tar products. It has been compared with quinine in importance, and is claimed to have the specific effect upon such diseases as recurrent fever and sleeping sickness that quinine has upon malaria. Serumtherapy differs from this treatment in seeking to destroy bacterial poisons in the blood by injections of antitoxins that have been produced outside of the body by bacteria of the same kind.

A GYROSCOPE STEADIED CAMERA.

The novel apparatus shown by De Proszynski to the French Physical Society in hand camera for taking moving picture views without the necessity of a tripod. To keep the camera steady and at the same time turn the film machine was a problem, but it was solved by using a gyroscope to steady the camera, with a little air motor to furnish power. As the air cylinder can be filled by means of an ordinary bicycle pump, the apparatus is very compact. The inventor has made a practical test of his method and the pictures thrown on a screen were very satisfactory.

ARGON FOR MARKET.

Though not discovered until 1894, argon is an abundant element, forming nearly one per cent. of the atmosphere. It may come into use for lighting tubes, and G. Claude shows that it can be readily obtained from the oxygen yielded by the liquefaction of air, as 95 per cent. oxygen will contain about 2 per cent. of argon. The oxygen is absorbed by hot copper, the nitrogen by a little hot magnesium, and any hydrogen formed may be oxidized by a tube of hot copper oxide.

CLIMATE OF AN ARCTIC ISLAND.

A land of peculiar climate is Nova Zembla, a double island in the Arctic Ocean north of Russia. It is situated between the 70th and 77th parallels of latitude, has an area of 35,000 square miles divided by a narrow strait, and is wild and desolate, partly covered with stunted shrubs, short grass and moss, but has about 100 inhabitants and is much visited by hunters and fishermen. A report on the meteorology has been lately made by N. A. Korosteloff from the observations of various expeditions. The climate is exceedingly cold and damp, the sky being generally overcast, and there is no month without frost, while the highest temperatures may come in winter, days or in any month of the year. The variability is illustrated by the fact that the mean temperature for March was 19.4 degrees above zero in 1907, but 18 degrees below in 1902. The full range of the barometer for the period under observation occurred in the short interval from February 8 to March 16, 1898, when the pressure changed from the absolute minimum of 28.31 inches to 31.22 inches, the absolute maximum. The air has great humidity in all months, the average being 84 per cent. Cloudiness averages three-fourths, being least in winter, and, though the fall is not great, 181 days in the year have rain or snow, the number of days in October averaging 26, while in March had only one day without precipitation. The winds are often violent, 60 or 90 miles an hour, and are chiefly south-east and east, except in June, when they blow mostly from the north and north-east.

BEGINNING OF ELECTRIC IRON MAKING.

There were but 4 electric smelting furnaces in existence in 1904, when their investigation was taken up by the Canadian Department of Mines. In 1910 the number of such furnaces for treating iron was 114, including 11 not working and 36 in course of construction, and of the whole number 30 were in Germany, 23 in France, 12 in Italy, 10 in Austria, and 10 in the United States. There were 77 of the arc type, 55 were induction, and 2 were a combination of arc and resistance furnaces. The capacity of the furnaces has been greatly increased, and the largest are now rated at 15 metric tons per day.

FLOWER ODOURS.

Of 4,300 species of flowers cultivated in Europe, a German botanist finds only 420 with an agreeable perfume. Many of the others are odourless, but more than half, with many added varieties, are offensive in odour. White or cream coloured flowers are most often pleasing in smell; violet-coloured, least often.

THE LIFE SPAN.

The problem of longevity is being studied not only from the mortality records of human life, but similar records are now being kept of animals in captivity, in order that the conditions for keeping them alive may become better understood. Various life spans were lately reviewed by Dr. P. Chalmers Mitchell at the London Royal Institution. The classic example of extreme age in man is Thomas Parr, or "Old Parr," who died in London in 1635 at the reputed age of 152 years, and two or three others have been credited with reaching 140 years or more. While these figures are questioned, persons are certainly known to live considerably more than 100 years, the number being now on the increase. Man's nearest relatives—the chimpanzee, orang and gorilla—probably live 60 or 70 years, although the smaller apes do not exceed 25 years. Lions, tigers and bears may reach 45 or 50. Of other life pos-

sibilities, as near as can be determined, that of the elephant is 100 years; rhinoceros, 50 or 60, horse, 40; deer, 40 or more; cattle and sheep, domestic cat, and squirrel, 20; eagle, over 100; owl, 80; parrot, over 100; raven and crow, 70; ostrich, under 40; goose and duck, over 30; canary and some other small singing birds, 20 to 30. Mon, whales, eagles and parrots are the only animals exceeding 100 years. Few animals, however, reach the greatest possible age, as the average length of life depends upon enemies, accidents, disease, and living conditions.

DESERT MELODY.

Singing sands, which give forth a musical humming when moved by strong winds, are found sometimes to have the sound increased to a kind of hoat when a small quantity of the grains is clapped between the hands. Ksui, Hawaiian Islands, seems to have the most remarkable of such sands. The Colorado Desert contains similar material, Manchester, Mass., has a famous "singing beach," and other deposits have been reported. The microscope shows the grains to be almost perfectly spherical. They lose their peculiar property when removed, and one theory is that the sounding is due to a thin film of gas.

TAKING THE COMET'S DUST.

Unusual dustiness in the upper atmosphere of the Scottish Highlands was noted for several days near the time Halley's Comet passed. Dr. John Aitken, the famous dust investigator and inventor of the dust counter, thinks there is a possibility that the dust may have come from the comet.

LEMCO AND MILK

A little Lemco stirred into milk will nearly always work wonders for delicate children.

The Lemco gets over the digestion difficulty and soon makes them robust and strong.

Lemco gives equally good results when prescribed in the same way for invalids and the aged, especially where the digestive system is weakened or deranged.

Doctors recommend 1/2 to 1/4 teaspoonful of LEMCO being added to 1/2 pint of hot milk.

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NO SUFFERER NEED NOW DESPAIR.
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THERAPION No. 1
In a remarkably short time, often a few days only, Cures chronic rheumatism, sciatica, neuralgia, etc.
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Cures blood poisoning, bad legs, ulcers, sores, painful swollen joints, etc., when mercurial treatment fails.
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NEWBRO'S HERPICIDE

"I am blessed with an abundance of long hair and I use the utmost care in the preservation of it. I have never found anything that pleases me as much as Newbro's Herpicide. It keeps the scalp clean and healthy and adds a luxurious appearance to my hair that no other preparation will give. I consider it most delightful to use and I can truly say that I prefer it above all other preparations for the hair. I like your soap also and can recommend both highly to any lady who wishes a good head of hair."

(Signed) JENNIE A. ABBOTT,
2443, Warden Avenue,
CLEVELAND, OHIO.

While it is not natural for everyone to have extremely long hair, it is possible for every lady to have beautiful hair, for when the scalp is not diseased, the hair will grow naturally and abundantly.

The chief disease of the scalp is dandruff—which is highly contagious—and dandruff is now known to be caused by an invisible vegetable growth called the dandruff germ. Ordinarily, the first signs of scalp infection are dryness, dullness and brittleness of the hair, although the disease sometimes causes excessive oiliness. Following this, the hair loses its lustre, the scalp itches more or less and dandruff appears. Falling hair and baldness represent the last stages of hair destruction.

Newbro's Herpicide—the original remedy that kills the dandruff germ—will cure any stage of this disease, except chronic baldness, which is incurable. Herpicide not only destroys the dandruff germ and stops falling hair, but it is a most exquisite hair dressing, making the hair light and fluffy and giving it a silken gloss. Almost marvellous results sometimes follow the continued use of Herpicide. It stops itching of the scalp almost instantly.

AT DRUG STORES—SEND 10c. IN STAMPS TO THE HERPICIDE CO., DEPT. N., DETROIT, MICHIGAN, FOR A SAMPLE.

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JENNIE A. ABBOTT.

SHIPPING

ARRIVALS

ARROW, British str., 2,971, G. McIvor, 24th August—New York 2nd May, Polaris—Standard Oil Co.
BRANDY, German str., 2,345, Girsleben, 25th August—Shanghai 22nd August, General—Hamburg, Amerika Linie.
CHITZEN, Chinese str., 25th Aug.—Canton.
INDRADEO, British str., 3,507, W. H. Lee, 24th August—Yokohama and Shanghai 21st Aug, General—Jardine, Matheson & Co.
MANDARIN MARU, Japanese str., 3,246, T. Ota, 25th August—Mitsui 19th August, Coal—Mitsui Bussan Kaisha.
SINGAPORE, British str., 1,047, F. Jamieson, 25th Aug.—Haiphong and Hoihow 24th Aug, General—Butterfield & Swire.
SUNDA, British str., 2,987, H. G. Evans, 24th August—Singapore 9th August, Mails and General—P. & O. S. N. Co.
TAMING, British str., 1,350, G. H. Pennefather, 25th August—Cebu, Iloilo and Manila 22nd August, General—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
25th August.
Loongana, British str., for Manila.
Pyraming, German str., for Bangkok.
Siberia, American str., for Keelung.
Sunda, British str., for Shanghai.

DEPARTURES

25th August.
HAICHING, British str., for Swatow.
NIPPON, American str., for Singapore.
SILESA, German str., for Singapore.
TUTATAP, Dutch str., for Amoy.
TRIUMPH, German str., for Hoihow.

SHIPPING REPORT

The British str. Taming reports: Light variable winds, sea smooth, fine clear weather.

PASSENGERS

Per Sunda, from London, Lieut. G. Pudsey, Mr. F. C. Shibley, Mr. and Mrs. J. McKinnon, Mr. and Mrs. W. Kenerley, Mr. C. L. Malton, Sgt. and Mrs. W. C. Priest and child.
Per Taming, from Cebu, Mrs. McCrae and infant, from Iloilo, Mrs. C. Chan, from Manila, Mr. C. Bunkley, Mr. W. Baker, Mr. F. Coyne, Mr. R. Corke, Misses E. Caryll, P. Duval, J. Drury, J. Davis, Messrs H. Franklin, A. Frith, H. Fairfax, W. Guilbert, Misses L. Greenhill, A. Howe, A. Hill, B. Koppell, Messrs A. Lopez, O. E. Lantenbeier, T. Maxwell, J. McGrath, Miss E. Morty, Miss M. Martens, Capt. W. C. Mayne, Miss J. Poole, Rev. B. Paredes, Rev. N. Penn, Mr. B. Robert, Miss M. Russell, Mr. G. Stanford, Mrs. R. Stephens, Mr. Roy Smith, Mr. G. Stephenson, Miss D. Temple, Mrs. T. E. Tongre, Misses M. Vincent and B. Vardon.

VESSELS EXPECTED

THE AMERICAN MAIL.
The P. M. S.S. Co. str. *Manchuria* sailed from San Francisco on the 2nd instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 25th instant.
The T.K.K. str. *Chiao Maru* sailed from San Francisco on the 9th inst. for this port en route Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on or about the 5th prox.
THE AUSTRALIAN MAIL.
The E. & A. str. *Southern* left Manila on the 25th inst. at midnight, and is due here to-day at daylight.
The N.Y.K. str. *Nikko Maru* (Australian Line) left Sydney for this port on the 9th inst., and is expected here on the 28th inst.
The E. & A. str. *Albatross* left Sydney on the 16th inst. for this port (via Queensland Ports and Manila).

THE CANADIAN MAIL.
The C.P.R. str. *Monteagle* arrived at Yokohama at 6.30 a.m. on the 24th inst., and left again at 3 p.m. on Friday for Kobe, where she is due to arrive at 6 p.m. on the 25th inst.
THE INDIAN MAIL.
The Indo-China str. *Yongking* from Calcutta and the Straits left Singapore for Hongkong on the 24th inst., at 6 p.m., and is due here about the 30th inst. a.m.
The Indo-China str. *Kiangang* left Calcutta for the Straits and Hongkong on the 19th inst., and is due here about the 4th prox.
MERCHANT STEAMERS.
The "Hansa" str. *Rheinisch* left Singapore on the 20th inst. a.m., and may be expected here to-day a.m.
The Philippines Co. str. *Zepher* left Manila on the 25th inst., and is due here to-day at daylight.
The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 22nd ult., and is due here on or about the 28th inst.
The Siamstr. & Co.'s str. *Germantown*, with Mails from South Sea Islands, left Yap on the 20th inst., and may be expected here on the 29th inst. a.m.
The str. *Glenn* passed the Suez Canal on the 25th ult., and is due here on or about the 1st prox.
The T.K.K. str. *Bayo Maru* sailed from Manzanillo for Hongkong on the 6th inst., and is due to arrive on or about the 25th prox.

LATEST STEAMER MOVEMENTS.

The Yokohama office of the Bank Line, Ltd., were on 24th inst. in receipt of a wireless message from the Bank Line steamer *America*, which was then 800 miles off Yokohama. The Commander reported all well on board, and that he expected to arrive at Yokohama on Saturday afternoon.
The American & Manchurian Line steamer *Matyoga* passed the Suez Canal on the 22nd inst., and is due here on or about the 18th prox.
The str. *Glenfury* passed the Suez Canal on the 22nd inst., and is due here on or about the 24th prox.
The N.Y.K. str. *Hirano Maru* (European Line) left Shanghai for this port on the 25th inst., and is expected here on the 29th inst.
The N.Y.K. str. *Yawata Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 24th inst., and is expected here on the 30th inst.
The N.Y.K. str. *Aki Maru* (European Line) left Singapore for this port on the 25th inst., and is expected here on the 30th inst.
The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 25th inst., and is expected here on the 31st prox.
The N.Y.K. str. *Bingo Maru* (Bomby Line) left Bombay for this port via Singapore on the 25th inst., and is expected here on the 12th prox.
The C.P.R. Co.'s str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd inst. a.m.
The T.K.K. str. *Tenyo Maru* sailed hence on the 29th ult., arrived at San Francisco on the 24th inst.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ROTTERDAM & ANTWERP	CARNATHENSHIRE	Brit. str.	—	R. L. Daniel	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
LONDON, &c. via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 2nd Sept. at Noon
LONDON & ANTWERP via SINGAPORE, &c.	SARDINIA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 6th Sept.
LONDON & ANTWERP via SINGAPORE, &c.	BRISGAVIA	Ger. str.	k.w.	C. C. Talbot, R.N.R.	HAMBURG-AMERICA LINE	About 20th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	PRUSSIAN	Ger. str.	k.w.	Girsleben	HAMBURG-AMERICA LINE	To-day
HAVRE, ROTTERDAM & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Feldmann	HAMBURG-AMERICA LINE	On 23rd Sept.
HAVRE & HAMBURG via STRAITS, &c.	RHEINFELS	Ger. str.	k.w.	Woussen	HAMBURG-AMERICA LINE	On 31st inst.
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERICA LINE	On 29th Sept.
COPENHAGEN & BALTIC PORTS	HIRANO MARU	Jap. str.	—	H. Hauser	OHIO WILK Co., Ltd.	About 20th Sept.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 30th inst. at D'light
HAVRE & HAMBURG via STRAITS, &c.	ALUSIA	Ger. str.	k.w.	Habel	NIPPON YUSEN KAISHA	On 13th Sept. at D'light
NAPLES GENOVA ALGIERES GIBRALTAR & SOUTHAMPTON	PIRENE LUDWIG	Ger. str.	—	F. von Binzer	MELCHERS & Co.	On 15th Sept.
NEW YORK, via SUEZ CANAL	INDRADEO	Brit. str.	—	W. H. Lee	JARDINE, MATHESON & Co., Ltd.	About 6th Sept.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	KATUNA	Am. str.	—	W. H. Lee	SHEWAN, TOMES & Co., Ltd.	About 26th inst.
BOSTON & NEW YORK	LOSERIC	Am. str.	—	—	ARNHOLD, KARBURG & Co.	About 5th Sept.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	SUVERIR	Brit. str.	—	F. S. Cowley	THE BARK LINE, LIMITED	On 5th Sept.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 12th Sept. at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	E. Beetham	CANADIAN PACIFIC R. Co.	On 14th Oct.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	SHANSHAI MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 6th Sept. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	INABA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Sept. at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	S. Tomimaga	NIPPON YUSEN KAISHA	On 16th Sept. at 11 A.M.
SAN FRANCISCO via SHANGHAI, &c.	SIBERIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 1 P.M.
SAN FRANCISCO via SHANGHAI, &c.	CHINA	Brit. str.	—	E. Street	TOYO KAISEN KAISHA	On 1st Sept. at Noon
SAN FRANCISCO via SHANGHAI, &c.	CHIVO MARU	Jap. str.	—	W. W. Greeno	PORTLAND & ASIATIC S.S. Co.	On 1st Sept. at Noon
PORTLAND via JAPAN	RYOGA	Nor. str.	—	—	NIPPON YUSEN KAISHA	On 1st Sept. at Noon
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept. at Noon
AUSTRALIAN PORTS via MANILA	COHLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 1st Sept. at Noon
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 31st inst. at 11 A.M.
Kobe & YOKOHAMA	PRINZ SIGISMUND	Jap. str.	—	F. Bruening	MELCHERS & Co.	About 19th Sept.
Kobe & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagui	NIPPON YUSEN KAISHA	On 30th inst. at Noon
Kobe & YOKOHAMA	TITANIC	Dut. str.	—	W. Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch
MEXICAN, PERUVIAN & CHILEAN & JAPAN	BUYO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th Oct. at Noon
TIENSIN via SWATOW, TIENTSIN, WEIHAIWEI, &c.	CHEFOO	Brit. str.	—	V. McCloynt-Liddell	BUTTERFIELD & SWIRE	On 1st Sept. at Daylight
TIENSIN via SWATOW, TIENTSIN, WEIHAIWEI, &c.	KUEIHOW	Brit. str.	1 m.	Foreyth	BUTTERFIELD & SWIRE	On 1st Sept. at Daylight
TSINGTAU, CHEFOO & NEWOWHANG	KASHING	Brit. str.	1 m.	T. W. Pickard	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI, Kobe & YOKOHAMA	LIYAN	Brit. str.	1 m.	C. O. Williams	BUTTERFIELD & SWIRE	To-day, at Midlight
SHANGHAI, Kobe & YOKOHAMA	RHEINFELS	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 28th inst.
SHANGHAI, Kobe & YOKOHAMA	CHONGKANG	Ger. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 29th inst. at Noon
SHANGHAI, Kobe & YOKOHAMA	SHANSHAI MARU	Jap. str.	—	J. Toranaka	NIPPON YUSEN KAISHA	On 30th inst.
SHANGHAI, Kobe & YOKOHAMA	CHINWUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 31st inst. at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 1st Sept. at Noon
SHANGHAI, Kobe & YOKOHAMA	NAMHANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept. at Night
SHANGHAI, Kobe & YOKOHAMA	ANNUI	Brit. str.	1 m.	H. Harris	BUTTERFIELD & SWIRE	About 6th Sept.
SHANGHAI, Kobe & YOKOHAMA	GNEISENAU	Ger. str.	—	Th. Stollberg	MELCHERS & Co.	About 7th Sept.
SHANGHAI, Kobe & YOKOHAMA	PAISMA	Brit. str.	—	H. W. A. Clark, R.N.R.	P. & O. S. N. Co.	About 14th Sept.
SHANGHAI, Kobe & YOKOHAMA	ASSAYE	Brit. str.	—	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 17th October
SHANGHAI, Kobe & YOKOHAMA	CANTON	Swed. str.	—	Rooy	OHIO WILK Co., Ltd.	Quick despatch
SHANGHAI, Kobe & YOKOHAMA	TILGAPAP	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 30th inst. at 10 A.M.
SHANGHAI, Kobe & YOKOHAMA	DAIJO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 29th inst. at 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	CHOSHUN MARU	Brit. str.	2 h.	J. B. Roach	DOUGLAS LAFRAIK & Co.	On 29th inst. at 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 1st Sept. at 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAITANG	Brit. str.	2 h.	W. C. Passmore	JARDINE, MATHESON & Co., Ltd.	On 5th Sept. at 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	HAICHING	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	To-day, at 2 P.M.
SHANGHAI, Kobe & YOKOHAMA	LOONGSANG	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 25th inst. at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	TAMING	Brit. str.	1 m.	M. C. Smith	SHEWAN, TOMES & Co.	On 2nd Sept. at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	ZAFIRO	Am. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept. at 2 P.M.
SHANGHAI, Kobe & YOKOHAMA	YUENANG	Brit. str.	—	A. W. Oulbridge	SHEWAN, TOMES & Co.	On 9th Sept. at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	TEAN	Brit. str.	1 m.	S. Crosby	NIPPON YUSEN KAISHA	On 5th Sept.
SHANGHAI, Kobe & YOKOHAMA	RUBI	Am. str.	—	J. P. Scholte	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, Kobe & YOKOHAMA	HAIRATA MARU	Jap. str.	—	F. Jamieson	BUTTERFIELD & SWIRE	On 29th inst. at 8 A.M.
SHANGHAI, Kobe & YOKOHAMA	SINGAN	Brit. str.	1 m.	L. C. Townsend	DAVID BARROON & Co., Ltd.	On 29th inst. at Noon
SHANGHAI, Kobe & YOKOHAMA	CATHERINE APCAR	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept. at Noon
SHANGHAI, Kobe & YOKOHAMA	FOOKANG	Brit. str.	—	T. Robinson	BUTTERFIELD & SWIRE	On 29th inst. at 4 P.M.
SHANGHAI, Kobe & YOKOHAMA	SHANTUNG	Brit. str.	1 m.	F. Semblil	MELCHERS & Co.	On 30th inst. at 9 A.M.
SHANGHAI, Kobe & YOKOHAMA	BORNEO	Ger. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 30th inst. at 9 A.M.
SHANGHAI, Kobe & YOKOHAMA	ST-KIANO	Freestr.	—	—	—	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS	"PRINZ LUDWIG"	18,300	Wednesday 6th Sept. at Noon
GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GNEISENAU"	16,000	About 5th Sept.
SHANGHAI, NAGASAKI, Kobe and YOKOHAMA	"COHLENZ"	6,750	9th Sept. Daylight
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	About 19th Sept. Middle of
Kobe and YOKOHAMA	"BORNEO"	5,000	Sept.
KUDAT and SANDAKAN			

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletoken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 25th August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 2nd Sept.	"ALLEN LINE" FRIDAY, 29th Sept.
"EMPRESS OF JAPAN" SAT., 23rd Sept.	"EMPRESS OF IRELAND" FRI., 20th Oct.
"MONTEAGLE" SATURDAY, 14th Oct.	
"EMPRESS OF INDIA" SAT., 4th Nov.	"EMPRESS OF BRITAIN" FRI., 1st Dec.

Steamships leave HONGKONG at 6 P.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Patriotic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through-route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10
Intermediate on Steamers 243
and 1st Class Railway 245

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

L.M.S. "MONTEAGLE" or other Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Cornhill Pedder Street and Praya, opposite Blake Pier.

PORTLAND & ASIATIC S.S. CO. IN CONNECTION WITH OREGON-WASHINGTON RAILROAD AND NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBÉ AND YOKOHAMA.
(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"RYGJA"	3,828	Elvind Meyer	On 1st September.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, AGENT.
KING'S BUILDING, (Opposite Blake Pier). 49

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 30th Aug. 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 9th Sept. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. 113
Hongkong, 22nd August, 1911.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	10.00
Do. Do. Small Edition	6.00
CHILDREN OF FAR CATHAY, A Social and Political Novel, by C. J. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	3.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	0.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illus.	1.75
HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1909	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1909	1.00
CALLED OUT: or the Ching Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
SKETCH OF THE WEST RIVER	0.20
PLAN OF VICTORIA	1.00
" " KOWLOON	0.75
" " PEAK	0.75
" " NEW TERRITORY	0.75
" " CANTON	0.20
POWER OF ATTORNEY FORM	0.25
MAIL TABLES for 1911	0.80 & 0.20

VESSELS ON THE BERTH

INDRA LINE, LIMITED.
FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at the Malabar Coast).

THE Steamship
"INDRADEO."
Capt. W. H. Lee, will be despatched as above about the 26th inst.
This Steamer has excellent accommodation for a limited number of First-Class Passengers and attention is directed to the moderate rate of Passage Money charged.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 25th August, 1911. [1002]

FOR SINGAPORE, PENANG AND CALCUTTA.
(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship
"CATHERINE APCAR."
Captain L. C. Townsend, will be despatched for the above Ports on TUESDAY, the 29th inst., at Noon.
For Freight or Passage, apply to
DAVID BARROON & Co., Ltd., Agents.
Hongkong, 25th August, 1911. [1064]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship
"CARMARTHENSHIRE."
Capt. R. L. Daniel, will be despatched as above on TUESDAY, the 29th August.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates.
A Doctor and Stewardess are carried, and all Cabins are fitted with Electric Fans.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 27th August, 1911. [1015]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R. ASSAYE Capt. G. W. Cockman, R.N.R.	Daylight 31st Aug. About 14th Sept.	Freight and Passage Freight and Passage
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Barcham	Noon 2nd Sept.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA Capt. G. J. Caldwell SARDINIA Capt. C. C. Talbot, R.N.R.	About 6th Sept. About 20th Sept.	Freight only Freight and Passage
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capit. H. W. A. Clark, R.N.R.	About 7th Sept.	Freight only

Hongkong, 26th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 26th Aug. M'night
TINGTAU, CHEFOO & NEWCHANG	"KASHING"	On 27th Aug. D'light
HUIHOW and HAIPHONG	"SENGAN"	On 29th Aug. 8 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 29th Aug. 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 31st Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 1st Sept. 4 P.M.
CHEFOO and TIENTSIN	"KUEICHOW"	On 2nd Sept. M'night
SHANGHAI	"ANUT"	On 5th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 5th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUT," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

ND—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to
HONGKONG, 26th August, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

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HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	FOR HAVRE, BREMEN & HAMBURG:
FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. AMERICA ... 31st Aug.
S.S. RHEINFELS ... 28th Aug.	FOR HAVRE & HAMBURG:
S.S. SUEVIA ... 6th Sept.	S.S. ALESIA ... 15th Sept.
S.S. SENEGAMBIA ... 20th Sept.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. BAYERN ... 6th Oct.	S.S. PREUSSSEN ... 20th Sept.
S.S. ARCADIA ... 18th Oct.	FOR HAVRE & HAMBURG:
S.S. SLAVONIA ... 3rd Nov.	S.S. RHEINFELS ... 29th Sept.
S.S. SCANDIA ... 16th Nov.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SPEZIA ... 2nd Dec.	S.S. SUEVIA ... 12th Oct.
	FOR ROTTERDAM & HAMBURG:
	S.S. FURST BULOW ... 14th Oct.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 26th August, 1911.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITIAN"	Capt. J. B. Roach	TUESDAY, 29th Aug., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 1st Sept., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Sept., at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAIR & CO.,
GENERAL MANAGERS.

Hongkong, 26th August, 1911.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 26th Aug., 2 P.M.
TIENTSIN VIA SWATOW TSING- TAU, WEIHAWEI and CHEFOO	"CHEONGSHING"	Sunday, 27th Aug., D'light
SHANGHAI VIA SWATOW	"CHOYSANG"	Tuesday, 29th Aug., Noon
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st Sept., Noon
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 2nd Sept., Noon
MANILA	"YUENSANG"	Saturday, 2nd Sept., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Laidao Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagata Ports, Tsingtau, WeihaWei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 26th August, 1911.

JARDINE, MAT IESON & CO., LTD.,
GENERAL MANAGERS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:
To LONDON £71.10.0.
To VALPARAISO Yon 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent Steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

[339]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

Tons

(Gross reg.)

LEAVES.

VICTORIA, B.C. & TACOMA

VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA

"SEATTLE MARU"

6,182

WED'AY, 6th

Sept., at 11 A.M.

"CHICAGO MARU"

6,182

TUESDAY, 3rd

Oct., at 11 A.M.

VICTORIA, B.C. & TACOMA

VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA

"MEXICO MARU"

6,064

SATURDAY, 16th

Sept., at 11 A.M.

"CANADA MARU"

6,064

TUESDAY, 17th

Oct., at 11 A.M.

The Co's Newly Built Steamers have fair speed, Superior accommodation for storage

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low

Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention

given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES.

TAMUI VIA SWATOW, AMOY

"DAIGI MARU"

SUNDAY, 27th Aug.

at 10 A.M.

FOOCHOW VIA SWATOW

"CHOSHUN MARU"

WED'AY, 30th Aug.

at 10 A.M.

During the month of August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50

2ND CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

772-778

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kuwara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 9th Sept., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 12th Sept., at 4 P.M.
	STAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakai	5,000	FRIDAY, 1st Sept., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toranaka	5,000	WEDNESDAY, 30th Aug.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
KOBE and YOKOHAMA	AKI MARU Capt. K. Honna	7,000	THURSDAY, 31st Aug., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. K. Soyeda	7,000	TUESDAY, 5th Sept.

Onitting Keelung and Shimizu.
Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE to CALCUTTA, CALLING at SINGAPORE, PENANG and HONGKONG.

The First Steamer to sail from Hongkong—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS \$120 \$110 \$100 \$90

2ND \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

1061-14-40] T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
SIBERIA	18,000	SATURDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 29th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.

* Twin Screws.

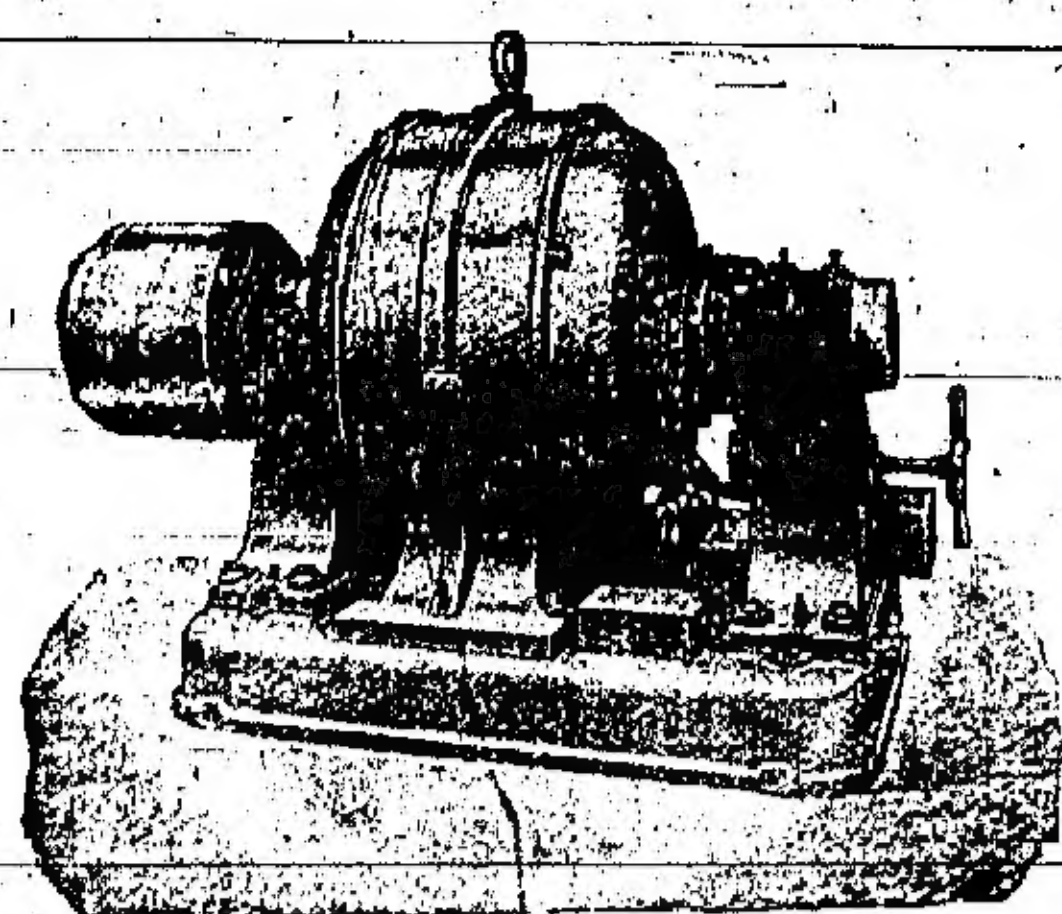
All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 26th August, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

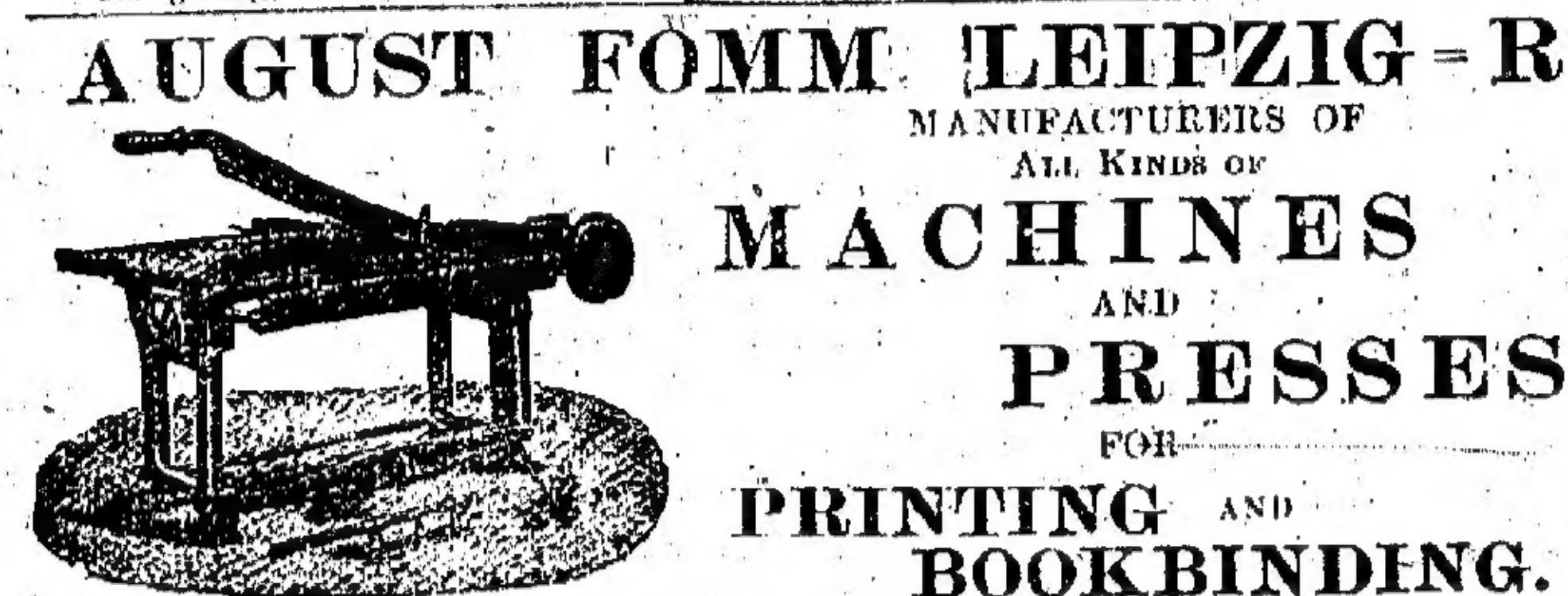
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Government of China and Japan. To United States and Canadian Ports: Members of the U.S. Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.



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DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 25th August, 1911.



AUGUST FOMM LEIPZIG - R MANUFACTURERS OF ALL KINDS OF MACHINES AND PRESSES FOR PRINTING AND BOOKBINDING.

SOLE REPRESENTATIVE FOR HONGKONG AND CHINA:
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HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 25th August, 1911.



Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 25th August, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN
Route to EUROPE.

The Chihuahua, with the Siberian Mail, is due to arrive here to-morrow.

The Tourane, with the Siberian Mail, is due to arrive here on Monday morning, the
28th inst.

FOR	PER	DATE
Bangkok	Phranang	Saturday, 26th, 10.00 A.M.
Saigon	Hainan	Saturday, 26th, 10.00 A.M.

Kobe, Shanghai, Nagasaki, Kobe,
Yokohama, Shimizu, Yokohama,
Hankow and San Francisco
SIBERIAN MAIL TO EUROPE

Manila	Loonging	Saturday, 26th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 26th, 1.15 P.M.
Macao	Taiwan	Saturday, 26th, 3.00 P.M.
Kobe and Moji	Nippo Maru	Saturday, 26th, 5.00 P.M.
Tsingtau, Chefoo and Newchwang	Kooshing	Saturday, 26th, 5.00 P.M.
Swatow, Tsingtau, Weihaiwei, Chefoo and Tientsin	Chongshing	Saturday, 26th, 5.00 P.M.

Shanghai
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Fuzhou
Hankow and Shanghai
Singapore, Penang and Calcutta

EUROPE, &c., INDIA VIA TUTICORIN.
Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.

Swatow, Amoy and Fuzhou
Manila, Cebu and Iloilo
Samarang and Sourabaya
Singapore, Penang and Colombo
Fort Bayard and Haiphong
Nagasaki, Kobe and Yokohama
Samarang and Sourabaya
Manila, Cebu and Iloilo
Shanghai

Shanghai, Kobe and Moji
Manila (Taking Mails for Cebu and Iloilo)
Thursday Island, Cooktown, Cairns,
Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne,
Dunedin, Adelaide, Perth, and Fremantle.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
HONOLULU AND SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Fuzhou
Chefoo and Tientsin
Singapore, Penang and Calcutta
EUROPE, &c., INDIA VIA TUTICORIN.
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)
The Parcel Mail will be closed on
Friday, 1st instant, at 5 P.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

August 25th.	
ON LONDON:	
Telegraphic Transfer	193
Bank Bills, on demand	193
Bank Bills, at 30 days sight	193
Bank Bills, at 4 months sight	193
Credit at 4 months sight	193
Documentary Bills 4 months sight	193
ON PARIS:	
Bank Bills, on demand	225
Credit at 4 months sight	230
ON GERMANY:	
On demand	185
ON NEW YORK:	
Bank Bills, on demand	43
Credit at 60 days sight	42
ON BOMBAY:	
Telegraphic Transfer	133
Bank, on demand	134
ON CALCUTTA:	
Telegraphic Transfer	133
Bank, on demand	134
ON SHANGHAI:	
Bank, at sight	75
Private, 30 days sight	76
ON YOKOHAMA:	
On demand	87
ON MANILA:	
On demand	87
ON SINGAPORE:	
On demand	76
ON BATAVIA:	
On demand	107
ON HAIPHONG:	
On demand	12 1/2 pm.
ON SAIGON:	
On demand	1 1/2 pm.
ON BANGKOK:	
On demand	34
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.80
BAR SILVER, per oz.	24d.

SHARE LIST—QUOTATIONS. HONGKONG, AUGUST 25th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
HONGKONG & SHANGHAI BANK CORPORATION	120,000	\$125	all	\$887 1/2, x d. sal.
China Borneo Company, Limited	60,000	\$12	all	\$85 10, x d. div.
China Light and Power Company, Limited	50,000	\$5	all	\$93, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1.55, sellers
COTTON MILLS				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 87.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 42 1/2
Loou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 61.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23.
Dairy Farm Company, Limited	40,000	\$70	all	\$23, buyers
DOCKS AND WHARVES				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52, x d. buyers
New Amoy Dock Co., Limited	10,000	\$50	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55, buyers
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 87
Green Island Cement Co., Limited	400,000	\$10	all	\$3.90
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$213, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$71, buyers
Manila Metropole Hotel Limited	15,000	P. 10	all	\$11
Hongkong Ice Company, Limited	8,000	\$5	all	\$175, x div. sal.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18
H'kong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
INSURANCE				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$207, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125, buyers
China Traders Insurance Co., Limited	20,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$212, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215, @ Ex 73.
LANDS AND BUILDINGS				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$27, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90 1/2
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
Mining				
Societe Francaise des Charbon du Tonkin	16,000	Fcs. 250	all	\$730
Raub Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$23, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	all	\$100
RESINERIES				
China Sugar Refining Co., Limited	20,000	\$100	all	\$136, buyers
Lazoo Sugar Refining Co., Limited	7,000	\$100	all	\$30, buyers
STEAMSHIP COMPANIES				
China and India Steamship Co., Ltd.	30,000	\$25	all	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$20, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$23, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, 1/2 d.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$77, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$25
South China Morning Post, Limited	10,000	\$10	all	\$106
Steam Laundry Company, Limited	6,000	\$25	all	\$5
STORES AND DISPENSARIES				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. B. Watson & Co., Limited	90,000	\$10	all	\$6
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 fdrds	\$10	all	\$300
	50,000	\$10	all	\$64, buyers

Daily Wire			
Loans.	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum.

WILLIAM C. JACK & CO., LTD., ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS AND IMPORTERS.

14, DES VŒUX ROAD, HONGKONG.
TELEPHONE 358. CABLEGRAMS "MARINEWORK."
AGENCIES AND STOCK HELD.
THE GENERAL ELECTRIC CO. OF CHINA, LTD.
ALL ELECTRICAL SUPPLIES.
W. H. ALLEN SON & CO., LTD.,
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J. B. PETER & CO., LTD.
KEROSENE OIL ENGINES AND PUMPS.
THE WELSBACH INCANDESCENT GAS CO.
GAS FITTINGS, BURNERS AND MANTLES.
T. H. AND J. DANIELS, LTD.
SUCTION AND POWER GAS PLANTS, ENGINES.
W. E. WATSON & CO.
MARINE BEARING METALS, &c., &c.
Hall's Washable Distemper, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon
Pine Lumber, "OSRAM" Electric Lamps, &c., &c.

THE CIGARETTES OF DISTINCTION Bouton Rouge



and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's
HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80
PER 100

FROM ALL TOBACCONISTS.



THE NESTLE & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above
Company is the



STERILIZED NATURAL MILK.

A trial of which will satisfy you of its
EXCELLENCE.

PRICE:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$20.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
KWAN TIE, Queen's Road Central.
CHEONG TIE, Queen's Road Central.
NAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

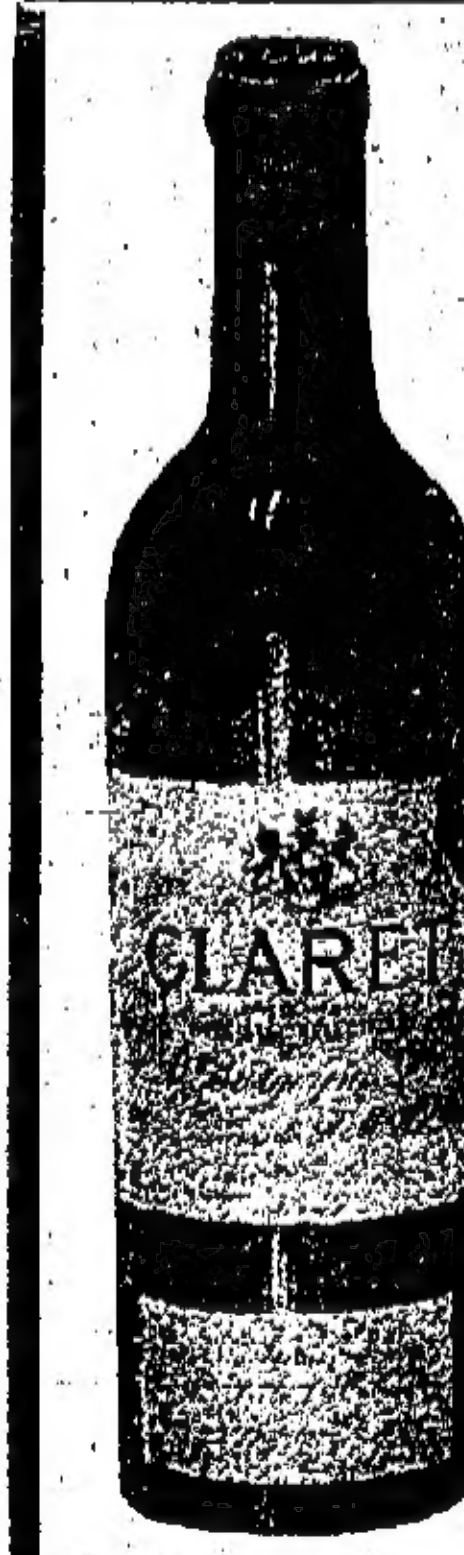
BURGOYNE'S AUSTRALIAN WINES.

We have been appointed Sole Agents for
these famous Wines, which have been awarded
the highest prizes wherever exhibited.

CLARET.
BURGUNDY.
ROCK.
SHERRY.
CHABLIS.
PORT.

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL.



3.30 P.M.—Fourth Gymkhana Meeting at
Happy Valley.
9.15 P.M.—Hippodrome Circus at Causeway Bay.
9.15 P.M.—Frank Phillips Circus at the Victoria
Skating Rink.

FORTHCOMING EVENTS.

Monday, 28th August—Auction of Crown Land
at Conduit Road, by Public Works Dept.,
3 P.M.
Wednesday, 30th August—Extraordinary Gen-
eral Meeting of the Royal Hongkong Golf
Club, at Club House, Happy Valley, 6.30 P.M.
Saturday, 2nd Sept.—Grand Promenade Charity
Concert on the Volunteer Parade Ground,
9.15 P.M.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG
For Demand Drafts on London on the day of
or preceding the departure of the English
Mail; also Table of the Yearly
Approximate Averages for 36 years
FROM 1874 TO 1909.
Price \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 102, Des
Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.

OPIUM.

August 16th

Malwa New	\$2,700/2,750 per picul.
Malwa Old	\$2,770/2,800 "
Malwa Older	\$2,850/2,900 "
Malwa V. Old	\$2,950/3,000 "
Persian fine quality	\$1,500 "
Persian extra fine	\$2,450 "
Patna New	\$2,850 per chest
Patna Old	\$2,750 "
Banaras New	\$2,750 "
Banaras Old	\$2,675 "

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CAPTAIN C. V. LLOYD,
With Illustrations, Maps and Plans.
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